



# **United States Postal Service Alternative Fuel Vehicle Programs**

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**National Clean Cities Conference  
March 12, 2002**

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## Background

- ✍ Postal Service has led every transportation revolution--railroads, automobiles, and especially air travel.
- ✍ The first electric delivery vehicle was introduced in 1899.
- ✍ Largest AFV fleet in the world.
- ✍ Significant implementation began in early 1990s -- 7,500 vehicle conversions to bi-fuel CNG.
- ✍ Diverse technologies -- CNG, Ethanol, Biodiesel, Electric and Propane.
- ✍ Difficulties and successes throughout history of fleet.



*First electric delivery vehicle*

## Background

### The Postal AFV Fleet:

**Currently ~30,000 AFVs => ~15 percent of postal fleet.**

- Ethanol Flex-fuel – 23,743
- Natural Gas – 7,862
- Biodiesel – ~200 heavy duty vehicles, over 600,000 gallons of B20 used in FY01
- Electric -- 572
- Propane – 41

## **Alternative Fuel Vehicle Program**

### **Legislative, Regulatory and Executive Drivers**

- Energy Policy Act of 1992 (EPACT) -- 75% AFVs
- Executive Order 13149 (voluntary compliance) -- 20 percent petroleum reduction
- Clean Air Act Amendments of 1990 (CAA) -- CFVs, emissions based, varies geographically.
- State and regional laws and regulations, e.g., California Air Districts -- complicating compliance

## Alternative Fuel Vehicle Program

### Benefits of AFV Programs

- ✍ Alternative fuel usage is steadily growing.
- ✍ Better serving our communities.
- ✍ Contributing to the advancement of the industry and infrastructure.
- ✍ Contributing to public education and acceptance of AFVs.
- ✍ Assisting states in meeting their SIPs (CAA-State Implementation Plans).

## Challenges

- ✍ High Cost of compliance.
- ✍ Limited infrastructure--low fuel usage.
- ✍ Matching technology with application.
- ✍ Unaccounted costs, e.g., training, facility upgrades.
- ✍ AFVs often are not readily available that meet unique USPS requirements.
- ✍ Departure from a uniform fleet to the mgmt. challenges of a diverse fleet.
- ✍ Few resources diluted among several technologies.
- ✍ AFV Fleet is aging, starting to turnover

## Lessons Learned

- ✍ AFV fleet acquisitions require 'system' thinking--not just vehicle purchase.
- ✍ Requires changes to fleet deployment planning.
- ✍ Importance of concentrating AFV deployments to attract infrastructure and achieve economies of scale.
- ✍ Partnering with government agencies, other organizations, as well as vehicle and fuel industries can be key to success.
- ✍ Purchase from manufacturers that will reliably provide parts for the life of the vehicle.
- ✍ Success will be limited until costs and negative impacts to operations are overcome.

## What's Next?

- Opportunities in conflict with mandates and direction of Administration, e.g., hybrids, HDVs.
- New energy legislation.
- Federal agencies are in unique position to inform legislative process and policy making.
- Legislation and/or market must reach beyond currently mandated fleets.